National Transportation Safety Board
Washington, DC 20594

Printed on : 4/5/2012 1:59:18 AM

Brief of Accident

Adopted 10/19/2009

DFW08FA234
File No. 25950 | 09/18/2008 | Douglas, KS | Aircraft Reg No. N162XP | Time (Local): 11:45 CDT

Make/Model:	Cessna Acft Co / E162
Engine Make/Model:	Cont Motor / O-200
Aircraft Damage:	Substantial
Number of Engines:	1
Operating Certificate(s):	None
Type of Flight Operation:	Flight Test
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point:	Wichita, KS
Destination:	Local Flight, KS
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Pilot
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	10.00 SM
Wind Dir/Speed:	Light and Variable
Temperature (°C):	19
Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command Age: 70

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft:	8914
Last 90 Days:	69
Total Make/Model:	62
Total Instrument Time:	UnK/Nr

The purpose of the engineering test flight was to obtain an assessment of the special light sport airplane's spin characteristics. Sixteen spins, with the aircraft in four different configurations, were planned. The aircraft successfully completed the first configuration with a set of four spins. The pilot then completed three of the four spins in the second set of spin testing. With the aircraft at 10,000 feet, the pilot initiated a spin to the left. Once the spin was established, the pilot made the planned control inputs. Despite several attempts by the test pilot to recover the aircraft from the maneuver, the aircraft continued to spin. At the planned altitude of 6,000 feet, the pilot elected to deploy the aircraft's recovery parachute and pulled the chute's activation handle. The parachute did not deploy, and the aircraft continued to spin. The pilot then elected to jettison the cabin door, exit the airplane, and deploy his parachute. The airplane descended into terrain and was substantially damaged. During a subsequent review of flight test data, the airplane manufacturer discovered that an unrecoverable spin could develop in the prototype airplane. An examination of the aircraft's parachute system revealed that the rocket system used to deploy the chute had activated, however; the parachute failed to be pulled from its canister. The parachute's incremental cord was found, and inspected; the entire series of "bar tabs" were torn; an indication that the rocket motor pulled with its full force. The signatures observed on the parachute system and aircraft components were consistent with parachute system cable contacting the right flap cable/turn buckle cable during the rocket launch sequence, compromising the parachute's deployment.
Updated at Oct 20 2009 1:50PM

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OCCURRENCES

Maneuvering - Simulated/training event
Maneuvering - Aerodynamic stall/spin
Uncontrolled descent - Sys/Comp malf/fail (non-power)
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Attain/maintain not possible - C
Aircraft-Aircraft systems-Equipment/furnishings-Parachute-Failure - F

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The airplane's inability to recover from an intentional spin, despite proper control inputs by the flight test pilot. Contributing to the accident was the failure of the airplane's ballistic parachute system to properly deploy.